



To: City Council

Agenda Item #: VIII. F.

From: Brian E. Olson, Director of Public Works
Bill Neuendorf, Economic Development Manager

Action
Discussion
Information

Date: 3/17/2015

Subject: Consider Bids For Stair Elevator Tower At 50th & France Business District

Action Requested:

Reject all bids from the Stair Elevator and consider alternative project.

Information / Background:

On August 20, 2013 City Council authorized the preparation of a feasibility Study for the 50th & France Parking and way finding Improvement Project, Edina Improvement No. P-23. This report was completed and prepared and presented on January 21, 2014 by Kimley-Horn and Associates. Project P-23 was approved on March 4, 2014 by City Council, and up to \$2.375 million in funding was authorized by the HRA. To date the City HRA has spent just over \$1,550,000 to date on the first phases of the project.

Bids were opened on February 10 for the Stair Elevator on the north side of the South Ramp.

Details of the Bid Package analysis can be found in the table below.

Contractor

Morcon Construction	\$1,429,073.00
Sheehy Construction	\$1,627,000.00
American Liberty Construction	\$1,726,700.00
Knutson Construction	\$1,814,000.00
Black and Dew	\$1,860,000.00

The feasibility study construction cost estimate was approximately \$850,000 and therefore the bid came in 168% higher than the feasibility study costs. In retrospect there were several contributing factors to the bids

coming in higher than originally anticipated. They range from concrete shortage, high premium for labor, unanticipated challenges regarding the elevator location, challenges regarding changes in building code, and ultimately the bidding climate. At this time Staff is recommending rejection of all bids and pursuing an alternate design that would accommodate patrons with mobility limits. Attached to the report is a conceptual study to identify alternative design feasibility.



March 11, 2015

Mr. Bill Neuendorf
Economic Development Manager
City of Edina
4801 W. 50th Street
Edina, MN 55424

Re: 50th and France – South Ramp – Convenience Study

Dear Mr. Neuendorf,

As requested, Kimley-Horn has completed a limited pedestrian convenience study at the South Parking Ramp. The purpose of the study was to identify possible options and determine the geometric feasibility of said options to improve pedestrian accessibility to the second (2nd) level of the South Ramp near the existing stair core located at the northeast corner of the South Ramp.

Bill Neuendorf (City of Edina), Tim Barnes (City of Edina), Jerry Pertzsch (Kimley-Horn), Ben Henderson (Kimley-Horn) and Dan Green (MDA) met on site on February 26, 2015 to review possible options to improve the pedestrian access to the area noted above. Several possible options were identified. The identified options, as well as our geometric assessment of the feasibility of each option, are summarized below:

1. A switchback ramp from level 2 of the South Ramp to level 1, located north of the South Ramp and south of the Lund Food Holdings, Inc. (LFHI) building also known as the 3925 Building.
 - a. Pros
 - i. Appears to be geometrically feasible if we assume a 1'-0" depth of the ramp structure. Egress from the LFHI building must be maintained, which is the driver for the location of the ramp.
 - b. Cons
 - i. Structural feasibility is unknown. The presence of the tunnel below may make the structural support a challenge. Will likely not be able to cantilever off of the ramp, which introduces column supports as the main gravity load carrying members.
 - ii. Column supports may affect egress from LFHI building.
 - iii. Due to the required location of the ramp in order to maintain egress from the LFHI building, the touchdown point of the ramp will likely cut off two of the north-south movements from the South Ramp to 50th Street. The movement to the north from the South Ramp would now only be able to occur through the existing vestibule next to the stair core.
 - iv. There may be aesthetic concerns to address with adjacent property owners.
 - v. Code issues regarding enclosure of the ramp are unknown – proximity to two (2) adjacent buildings and crossing property lines may raise code issues that

need to be resolved with the Building Official. Code required geometry for the ramp slope, landings and minimum dimensions was used to test feasibility.

2. A ramp from level 2 of the South Ramp to level 2 of the LFHI building, utilizing new and existing internal corridors of the LFHI building to gain access to the elevator in the LFHI building, which provides access to level 1.
 - a. Pros
 - i. Appears to be geometrically feasible.
 - ii. Appears to be structurally feasible.
 - iii. Very little aesthetic impacts to both the LFHI building and the South Ramp.
 - b. Cons
 - i. Will require close coordination with LFHI and would require that space in their building be allocated to the proposed new corridor. A detailed review of the internal space, mechanical, electrical and other systems and impacts thereon has not been completed at this time.
 - ii. Will interrupt the LFHI building envelope and will require a fire door at the LFHI building. This would require review with LFHI and the Building Official.
3. A straight ramp from level 2, located directly adjacent to the existing stair core in the northeast corner of the South Ramp, sloping down to level 1 as it heads north in the alleyway between the LFHI building and the theater building.
 - a. Pros
 - i. Appears to be geometrically feasible.
 - ii. Appears to be structurally feasible.
 - b. Cons
 - i. There may be aesthetic concerns to address with adjacent property owners.
 - ii. Will require removal of the LFHI stairs on the east side of the walkway for the LFHI building, as the required headroom under the ramp, above the stairs, cannot be maintained. Egress width from Theater exits to public way must be maintained, which is the driver for the east-west location of the ramp in the alleyway.
4. A straight ramp from level 2, located west of the existing stair core, utilizing the roof of the existing canopy to the east of the LFHI building, then penetrating the side of the LFHI building to gain access to internal corridors of the LFHI building and the elevator in the LFHI building, which provides access to level 1.
 - a. The structurally, architectural, aesthetic, and code feasibility concerns with this option indicate to Kimley-Horn that this option should not be considered a preferred option. No additional assessment of this option was completed.

Attached to this memorandum you will find an exhibit that provides additional clarification and detail as to the required geometric layout for options 1, 2, and 3.

Based on our geometric feasibility assessment of the identified convenience options, and the other feasibility considerations noted, it appears that option 1 may be the preferred option; however, Kimley-Horn would recommend that a comprehensive feasibility study, which would require additional review with the City, the Building Official, the adjacent property owners be completed in order to assess all other feasibility concerns with each option.

Kimley-Horn has completed an Opinion of Probable Costs for options 1 and 2, as requested by the City. Included in the cost estimates is the replacement of the steel stairs at the northeast corner of the South Ramp. The probable costs that would be borne by the City are summarized as follows, and due to the unknowns, are shown as a cost range:

Option 1:

Construction Costs:	\$400,000 - \$460,000
Construction Contingency:	\$35,000 - \$40,000
Design and Construction Professional Fees / Material Testing:	\$140,000
<i>Total Cost Range:</i>	<i>\$575,000 - \$640,000</i>

Option 2:

Construction Costs:	\$474,000 - \$673,000
Construction Contingency:	\$41,000 - \$57,000
Design and Construction Professional Fees / Material Testing:	\$100,000
LFHI Agreement Cost (Assumed):	\$50,000
<i>Total Cost Range:</i>	<i>\$665,000 - \$880,000</i>

Please call me at 651-643-0411 or email me at Jerry.Pertzsch@kimley-horn.com if you have any questions.

Sincerely,

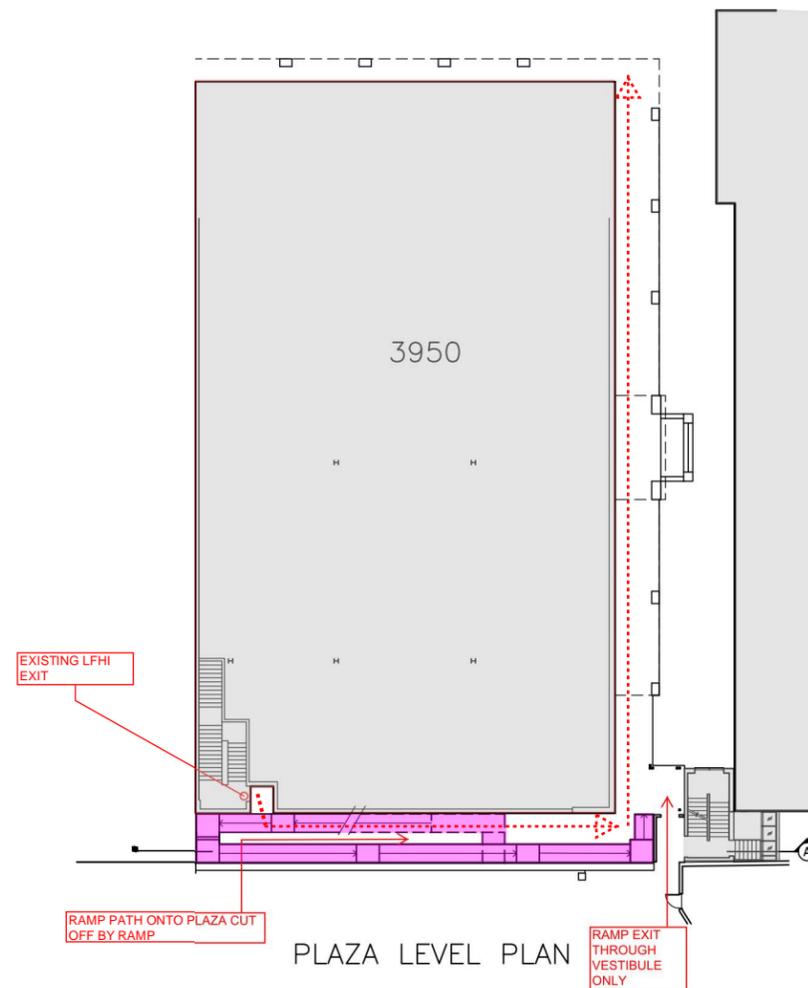
KIMLEY-HORN AND ASSOCIATES, INC.



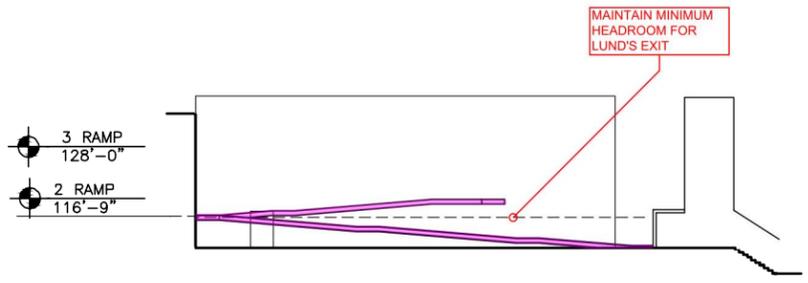
Jerry Pertzsch, P.E.
Project Manager

Attachments: Convenience Study Exhibit

Cc: Brian Olson, City of Edina
Ben Henderson, KHA



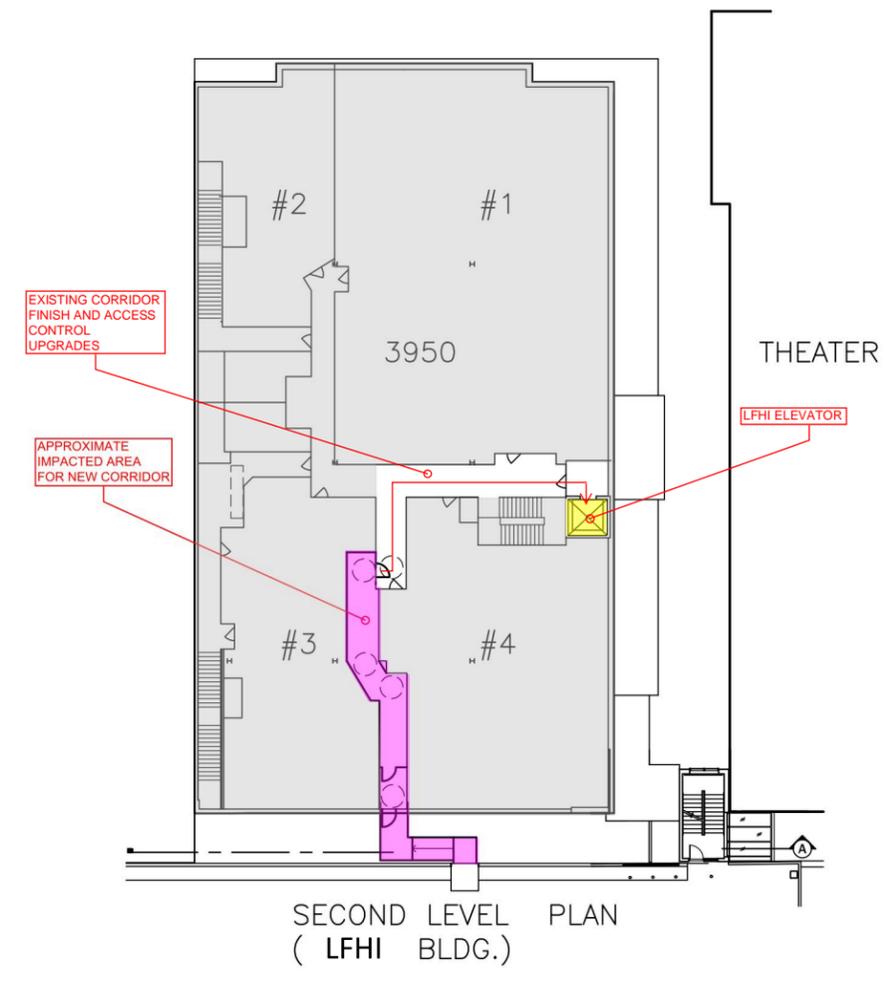
PLAZA LEVEL PLAN



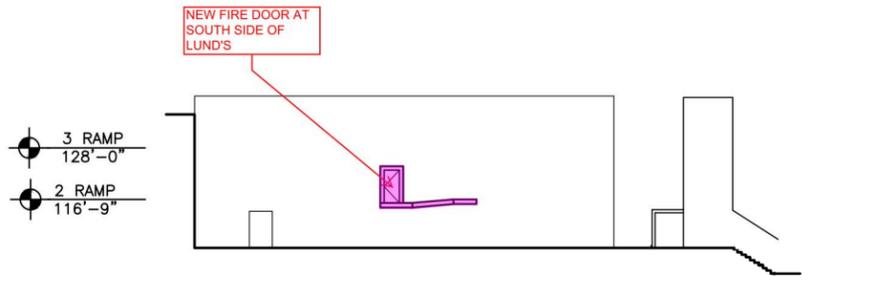
SECTION A

OPTION #1 EXTERIOR RAMP SOUTH SIDE OF LFHI

- *PEDESTRIAN RAMP FROM LEVEL 2 TO LEVEL 1 MUST MAINTAIN EXIT FROM LFHI BUILDING
- *PARKING RAMP EXIT MUST PASS THROUGH EXISTING VESTIBULE
- 4'-0" WIDE, 1:12 SLOPE PEDESTRIAN RAMP WITH 5'-0" LANDINGS



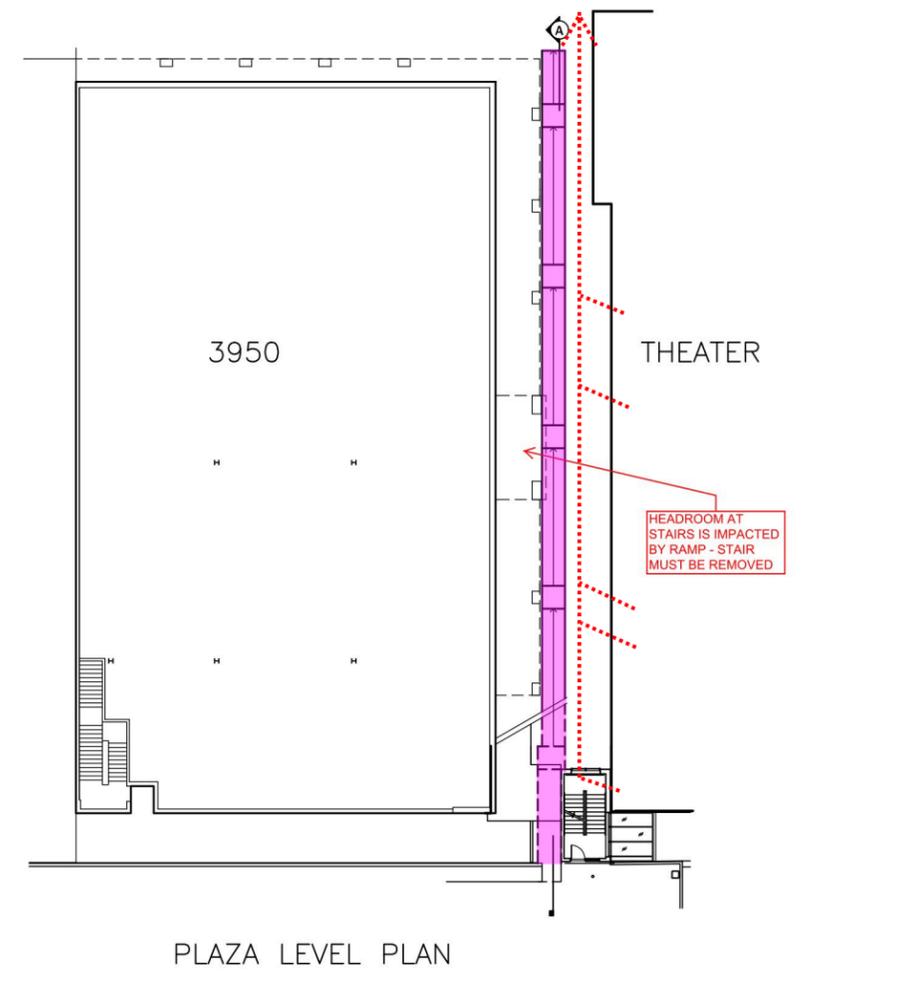
SECOND LEVEL PLAN (LFHI BLDG.)



SECTION A

OPTION #2 EXTERIOR RAMP/INTERIOR CORRIDOR CONNECTION TO LFHI ELEVATOR

- PEDESTRIAN RAMP FROM LEVEL 2 PARKING RAMP TO LEVEL 2 LFHI BUILDING WITH FIRE-RATED DOOR AT LUND'S. INTERIOR CORRIDOR CONNECTING TO EXISTING CORRIDOR AND ELEVATOR THROUGH EXISTING TENANT #3 SPACE.
- 5'-0" WIDE, 1:12 SLOPE PEDESTRIAN RAMP WITH 5'-0" LANDINGS, 9" RISE



PLAZA LEVEL PLAN



SECTION/ELEVATION A

OPTION #3 EXTERIOR RAMP EAST SIDE OF LFHI

- PEDESTRIAN RAMP FROM LEVEL 2 TO GRADE RUNNING NORTH FROM RAMP AND EXISTING STAIR; STAIR FROM LFHI TO ALLEY MUST BE REMOVED
- THEATER EXIT WIDTH TO PUBLIC WAY MUST BE MAINTAINED
- 4'-6" TO 5'-0" WIDE RAMP, 1:12 SLOPE RAMP WITH 5'-0" LANDINGS

C:\Temp\AcPublish_6812\Study.dwg March 10, 2015 - 10:58am

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

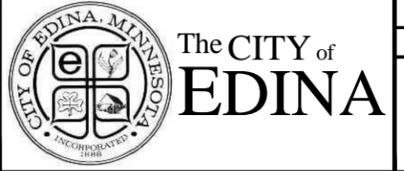
DATE: _____ MN LIC. NO. _____

No.	Date	Revisions	App.

DESIGNED BY:	RD
DRAWN BY:	RD
CHECKED BY:	DJG
DATE:	3/10/2015
PROJECT NO.	-



50th & France District Improvements
SOUTH RAMP STAIR & ELEVATOR CORE
CONVENIENCE STUDY
GEOMETRIC FEASIBILITY ASSESSMENT ONLY
BUILDING CODE AND STRUCTURAL EVALUATION TBD



SHEET NO.	
STUDY	